

NEW PAIGE MOTOR FOR WINTER DRIVING

Electrical Heater, Superheated
Manifold and Valve Polish-
ing Device Are Features.

The days are fast approaching when the motorist, starting to his office in the morning and observing that the mercury has fallen to a chilling point, will wonder if the "old bus" is going to be able to get him to his office in the usual exhibition of reluctance and obduracy.

The fellow in the wind swept street corner waiting for a crowded trolley is inclined to envy his neighbor who rolls downtown on a winter morning comfortably seated in his automobile. But he overlooks the fact that winter driving brings its problems and that many a driver has fought his battle at the garage door and perhaps continued it half a mile from the street. Most motorists are reluctant to start on a cold winter morning and a small boy is to hop out of bed and even after you have persuaded them to wake up and get busy they are inclined to hesitate every few feet until they are thoroughly warmed.

However, there is good news for car owners, for engineers have been working on these problems and the result is a new Paige motor which has been developed which because of radical changes in design and certain attachments will make winter driving entirely practical, efficient and all disagreeable features. Briefly expressed, the new Paige "Six-55" found in the current models for sedan, coupe, limousine and truck, has many features which make it a power pulse of full and uninterrupted strength immediately available.

There is a common winter experience of the motorist, when the engine starts and the car remains dead and the car can't move. It is necessary to keep the motor churning before there is enough heat from the engine and finally after a long wait on both the engine and the car, the car starts to move. The engine remains dead and the car can't move. It is necessary to keep the motor churning before there is enough heat from the engine and finally after a long wait on both the engine and the car, the car starts to move.

The Paige enclosed models built on the "Six-55" chassis have many mechanical features that eliminate all these difficulties. They are an electrical generator, a superheated manifold and a valve polishing device. The electrical generator is an ingenious device which produces an electric current which is used to polish the valves and the manifold.

Warm fuel means instantaneous action. You put your starting device in operation and the response of the engine is immediate. The motor is at work promptly and you are off without any churning or drain on the batteries.

In those days of low test gasoline the low temperatures of winter cause the irregular power pulses and the sputtering and spitting of the motor as well as a waste of fuel, until everything is thoroughly heated. Superheated is the only efficient method of extracting energy from low test gasoline. That is the purpose of the new Paige superheated manifold. It acts as a steam boiler and moves the fuel into highly combustible form. Thus the maximum energy is secured at once and the power pulse is free, full and uninterrupted.

Carbon deposits are a nuisance, as every motorist knows, and, moreover, with carbonization, they destroy the efficiency of the motor by stealing the power. It will be welcome news therefore to learn that every Paige "Six-55" power plant for both enclosed and open models is taken, besides the superheated manifold, the Paige exclusive valve polishing device which acts as an automatic brusher and keeps the valves clean. This device forever eliminates the necessity of valve grinding and insures 100 per cent compression at all times.

These are the three mechanical features that produce practical winter driving, because every drop of gasoline is converted into power, the compression is uniform and the electric warming of fuel in the carburetor insures immediate combustion.

This "winter motor" may be seen at the Paige-Detroit headquarters on Broadway at 51st Street.

BETHLEHEM SERVICE POLICY.
It Means a Lot to Every Bethlehem Owner.

H. H. Jonson, president of the Bethlehem Motor Truck Company of New York, reports an unusual demand for trucks in this State and New Jersey and up through New England. The local market, too, is good. At the Bethlehem headquarters in the Circle Building the roll call of the 21-ton model in two days last week.

The Bethlehem business has grown to such an extent that Mr. Jonson has had to establish a branch in Newark and very strong agencies in Middletown, N. Y., and in Bridgeport and New Haven, Conn., to keep pace with the demands of his customers.

Asked for the reason Bethlehem was in such demand, Jonson said: "Well, some people lay it to us and others to the truck, and still others to the person. Bethlehem owners get it from a little of all three."

There is no doubt that service has a lot to do with it, as following is an extract from a letter recently received from Jonson by a Bethlehem truck owner:

"Service may be construed in many ways. To our mind it consists of giving a customer satisfaction with the product which we have sold to him. It consists of inspecting the truck at reasonable times, with the understanding that we will make good any defects that may prove to be the fault of either poor material or poor workmanship. In addition to this service means furnishing a customer some convenience with which to handle his difficulties in case his truck is out of running order because of some fault due to either poor material or poor workmanship, but not because of misuse, neglect, overloading, accidents, etc. In other words, what we wish to convey to your mind is this:

"We guarantee our trucks and the parts thereof to be of first class material and workmanship. This guarantee holds good for ninety days, for the reason that we feel that if there should be a defect in either material or workmanship, it will positively show up within this time. If, as we said before, any truck that we sell you is laid up in any way because of any fault due to the truck itself, we will gladly replace the parts free of charge, providing, of course, that the parts show such a defect. In addition to this we will agree to have a truck while we are replacing yours if we cannot make the necessary repairs within a reasonable time. All of which is not only fair but sensible. Bethlehem owners have a high regard for the man behind the truck."

Firestone Travellers Are Welcomed at City Hall.



Five big touring automobiles manned by experts from the Firestone Tire and Rubber Company of Akron, Ohio, drove into the park fronting the City Hall at 12:15 noon Friday. A few moments later Mayor Mitchell, accompanied by President H. S. Firestone, picked his way through the immense crowd to greet the Firestone company's test fleet No. 2 on their unique mission through the East, teaching tire economy.

The tour director of the fleet presented the Mayor's secretary with a letter from Mayor W. J. Laub of Akron, Ohio, which commended the company's efforts to reduce the staggering tire waste of more than \$100,000,000 annually. Mayor Mitchell's acknowledgment of this big public spirited movement, which is to benefit all car owners and the nation alike, is the most prominent of many endorsements from men in public life who have witnessed the work of this modern caravan during their tour from Akron to this city.

As an example of their own teaching, the full equipment of twenty tires on these five big roadsters came through



from Akron all under the original inflation, carrying Ohio air. The gratifying first results of this new tire test method and nation wide movement to stop the

abuse of tires brought President Firestone on a special trip to New York to participate in the welcome accorded the fleet.

Waste, H. S. Firestone asserts, does not benefit anybody, not even the industry or the market, since waste sets up conditions of trouble and expense that far more than offset the gain in demand that might be credited to the reckless use of tires.

Although this movement to teach tire economy benefits the user of every tire alike, regardless of make, it will be promoted at the Firestone company's expense, as a part of their "bit" in teaching economy to the nation. Its possibilities will be realized when it is known that the cost of the abuse last year alone was \$100,000,000.

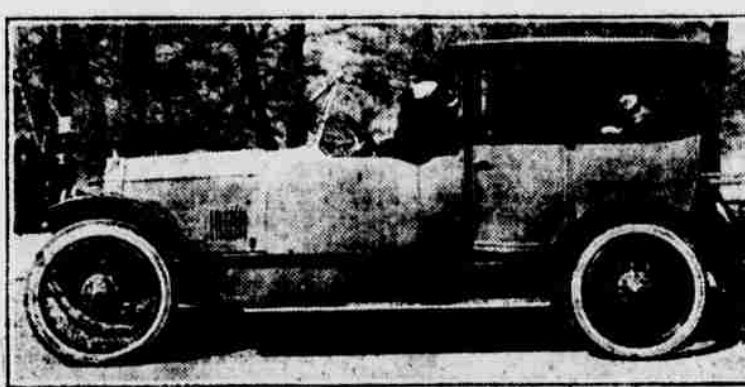
It was explained by these tire experts that one-third of the population of the United States is directly interested in the making, selling or use of tires. But the benefits of this movement go far beyond. The movement is grappling with a waste in one way—of \$100,000,000 a year, a waste that can be stopped easily and quickly and thereby pour into the channels of efficient use this immense amount of money. It is \$1.05 for every man, woman and child in the country. It is one-ninth of the first Liberty Loan of \$2,000,000,000.

how difficult it is to crank an engine over compression. But it is not difficult to spin an engine once it is started, as the release of compression helps the flywheel along. If in doubt try spinning an engine by hand with the compression cocks open and again with them closed. It will be found much harder if the cocks are closed. The condition of suction above the pistons is opposed by atmospheric pressure below the pistons, making a heavy resistance. This is not only reasonable, but may be readily tested out in practice.

"To try it out on a car choose a moderately steep hill and go down on low gear, clutch in and ignition off. Try varying the speed with the throttle. It will be found that the car slows down when the throttle is closed and speeds up when the throttle is opened.

"The practice of using the engine as a brake is advisable, especially on steep mountain roads. It insures safety, saves the brakes and cools the engine, which should be reason enough for doing it. The usual procedure is to use the foot brake for a while and then to change to the emergency brake. This relieves the brake linings, but does not cool the drums as the two brakes, internal and external, use the same drum.

Julia Sanderson and Her Roamer.

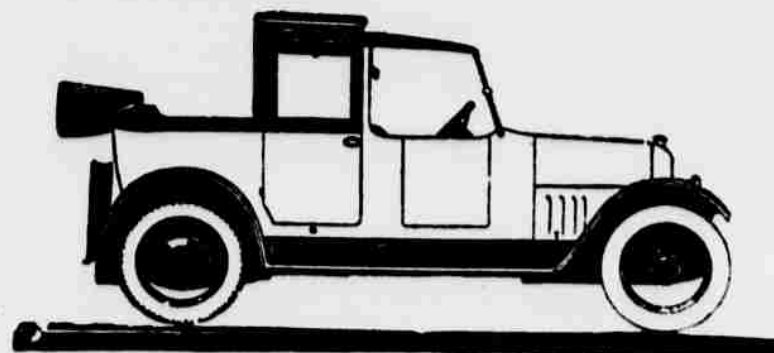


This popular actress recently purchased the attractive model shown here and expresses great satisfaction with its style, speed and stamina.



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YOU can now exercise your personal preference in the size, design, color scheme and interior furnishings of your closed car.

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You can possess a different car, a welcome relief from the sameness of others, and get it at a substantial saving in cost due to the economies of our vast production.

You will admire, for instance, our new Landulet and Brougham, from \$2650 to \$3600, the result of our special commission to artists to create original features. Other models are lower in price. All are uniform in quality. Immediate delivery.

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OVERLAND STAMINA SHOWN IN BIG TEST

Country Club Shows Its Paces
Over the Dixie
Highway.

In connection with a recent trip of inspection which he made over the Cincinnati to Chattanooga division of the Dixie Highway, V. D. L. Robinson, secretary of the Dixie Highway Association, pays a splendid tribute to the performance of the Overland Country Club, the official D. H. A. car.

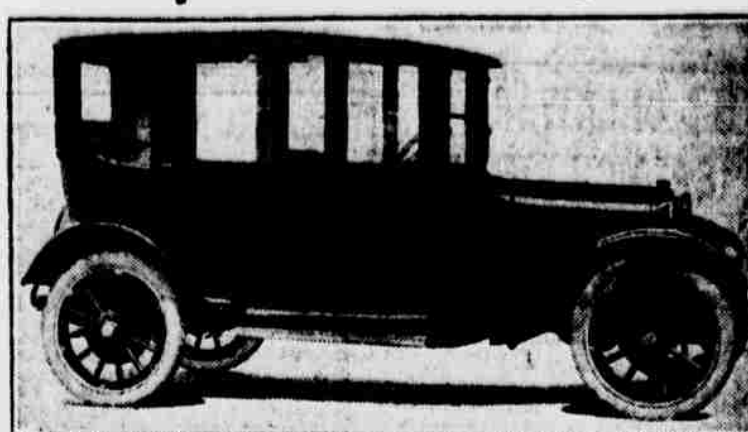
In the counties of Laurel and Rockcastle, Kentucky, where the highway has not been completed, Mr. Robinson found it necessary to make several most impassable detours along mountain trails. The Country Club, however, made the trip without mishap of any kind and with only one blowout, due to a worn tire being cut to pieces on the rocks.

The progress being made by the committee in raising \$50,000 to be used with a like amount furnished by the State Highway Department of Kentucky for the removal of this last barrier of five miles between Rockcastle River and Livingstone indicates, it is said, that all financial arrangements for the completion of the road will have been made within thirty days.

"The mountain counties of Kentucky and Tennessee seem to have grasped the significance of the Dixie Highway idea in a way which would put some of the valley communities to shame," said Mr. Robinson. "It sends a thrill through you to see miles of wonderfully well constructed road along easy grades and curves winding in and out through the mountains.

"In the uncompleted portions of the

Dodge Bros.' Winter Touring Car.



The idea of the permanent roof has been applied to the Dodge Brothers' product in their winter touring car. The side windows may be removed in the spring and jiffy curtains used for rainy weather. The top is permanent as long as you want it to be. It is made for both roadsters and touring cars and can be attached to any Dodge. They are being shown in the new Colt-Stratton showroom at 1847 Broadway.

highway our Overland Country Club had to be as sure footed and as agile as the mountain goat. We would climb up one side of the mountain, only to drop down on the other side, travelling almost continuously on rocks, with an occasional variation of what seemed to be a perpetual mud hole. After a trip of that nature one wonders how it is possible to build the modern car so flexible and so thoroughly as to withstand such punishment, making a trip such as we did with a total garage repair expense of \$1.

"However, the completion of the highway as now graded and laid out will make it possible for a car to not only make the trip without trouble, but on high gear practically the entire distance.

CHALMERS AIDS GOVERNMENT.

Appointed Member of Special Automobile Manufacturers Committee.

Hugh Chalmers, vice-president of the N. A. A. C. and chairman of the board of directors of the Chalmers Motor Company, will represent the automobile manufacturers on the special committee to cooperate with the War Industries Board at Washington.

The directors of the National Automobile Chamber of Commerce have unanimously pledged the cooperation and loyalty of the automobile industry to the government in the present crisis. The committee, with headquarters at Washington, will begin active work at once.

NASH SIX

PERFECTED VALVE-IN HEAD MOTOR

BAD weather need never spoil your plans if you drive a Nash sedan.

Heavy plate glass windows bar out rain, wind and snow—keep the passengers warm and dry.

By dropping the windows into the doors you may change quickly from closed carriage to open touring car.

The Nash sedan is driven by the Nash perfected valve-in-head motor.

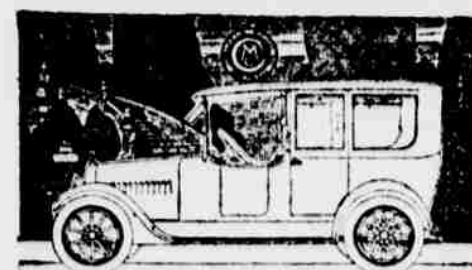
Price \$1885



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A LIMOUSINE IN WHICH THREE ARTISTS EACH HAD A HAND



One did the exterior of this Chalmers, and made it thoroughly correct, but not ultra. A second furnished the interior with an elegance worthy of Queen Elizabeth. A third supplied an engine and a chassis that add to the car's charm through ample power, and improvements in engine design that make it extra useful in cold-weather starting and cold-weather driving.

Note: The interior is done in the Adam style.

Prices notable for their lowness.

TOWN CAR, 3-PASSENGER - \$2925 CABRIOLET, 2-PASSENGER - \$3475
TOWN CAR, LANDULET - \$3015 LIMOUSINE, 2-PASSENGER - \$3775
TOURING SEDAN - \$3100 LIMOUSINE, LANDULET - \$4025

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